

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4621

晚六初月七日十三號光

TUESDAY, AUGUST 16, 1904.

二拜禮

號六十月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
OKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000.
CAPITAL PAID-UP " 18,000,000.
CAPITAL UNCALLED, " 6,000,000.
RESERVE FUND " 9,320,000.

Head Office:—YOKOHAMA.

Branches and Agencies:

KOBE.

NAGASAKI.

LONDON.

LYONS.

SAN FRANCISCO.

HONOLULU.

HOMIAY.

TIENTSIN.

PEKING.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARR'S BANK, LTD.

THE UNION OF LONDON AND

SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.

RESERVE FUND \$10,000,000.

Sterling Reserve \$10,000,000.

Silver Reserve \$3,650,000.

RESERVE LIABILITY OF PROPRTORS \$10,000,000.

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TONKINS, Esq., Deputy Chairman.

E. Goetz, Esq.

Hon. R. Shewan.

Hon. W. J. Gresson.

N. A. Siebs, Esq.

A. Haupt, Esq.

H. W. Slade, Esq.

H. Schubart, Esq.

E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. M. BEVIS.

London Bankers—London and County
Banking Company, Limited.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 21st July, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000.

Paid up Capital £324,374.

HEAD OFFICE—HONGKONG.

Board of Directors:

Creasy Ewens, Esq.

Kwan Fong Kuk, Esq.

J. Focke, Esq.

G. C. Moxon, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 2nd August, 1904.

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin

Calcutta

Hankow

Tientsin

Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,473.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

London Office:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000.

PAID-UP CAPITAL 2,500,000.

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOU. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed. Deposits for 3 months.

1/2 " " 6 " 6 "

1/2 " " 12 " 12 "

1/2 " " 18 " 18 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000.

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000.

RESERVE FUND £800,000.

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months. 4 per cent.

4 " 6 " 38 "

4 " 3 " 3 " 28 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

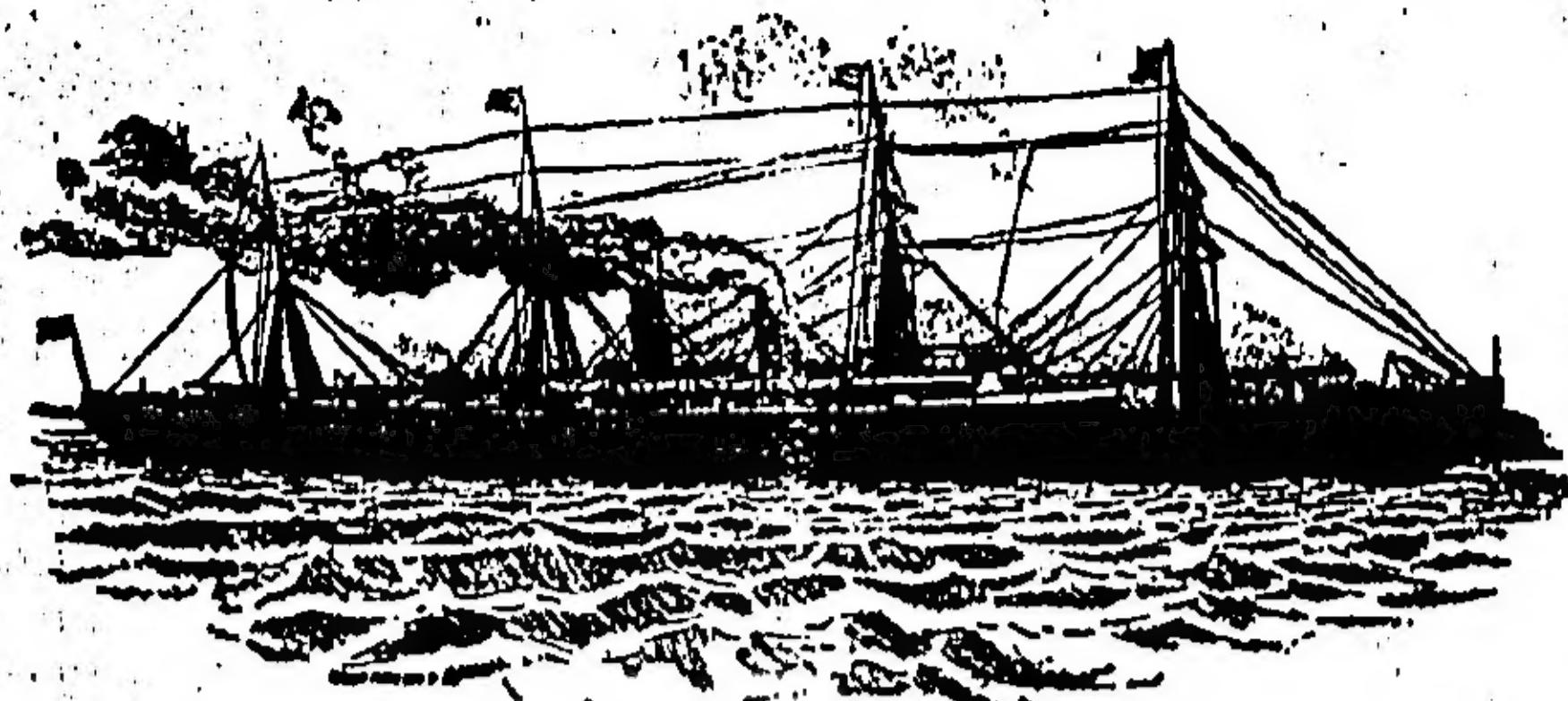
LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,265 Gross Tons...TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 " SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 " THURSDAY, 15th September, at Noon.
"DORIO"	4,784 " TUESDAY, 27th September, at Noon.
"SIBERIA"	11,784 " SATURDAY, 8th October, at Noon.
"KOREA"	11,276 " TUESDAY, 1st November, at Noon.
"COPTIC"	4,352 "
"AMERICA MARU"	6,300 "

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th. 28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 3rd August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

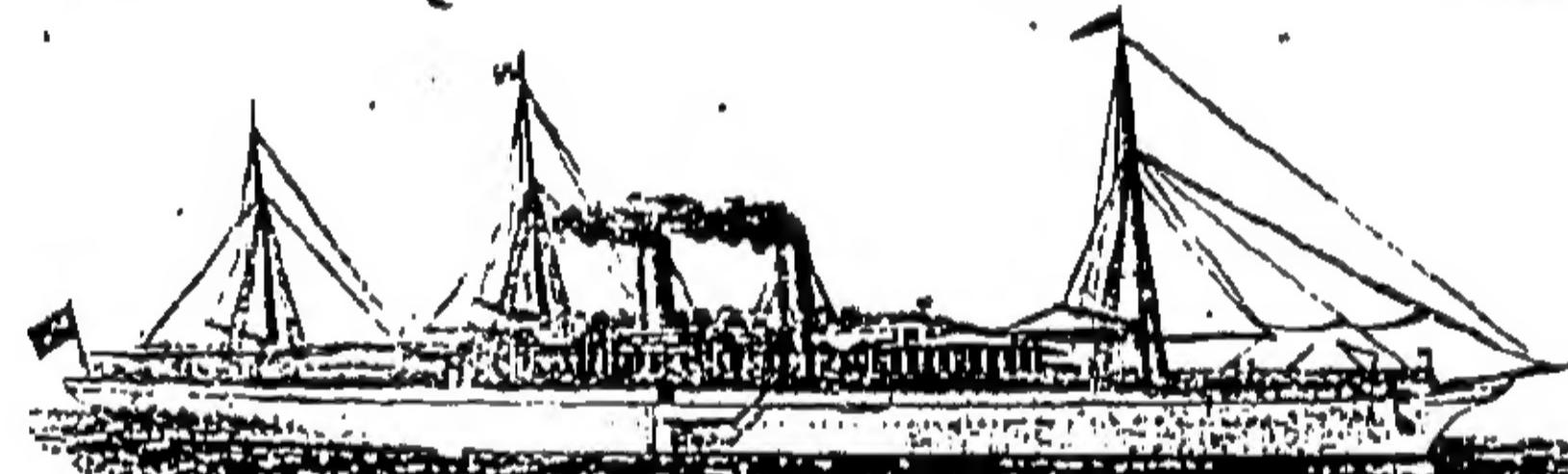
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 16th August, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 Knots: PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" .. 6,000 Tons .. WEDNESDAY, 24th August.

" " "EMPERESS OF JAPAN" .. 6,000 " WEDNESDAY, 21st September.

" " "ATHENIAN" .. 2,440 " WEDNESDAY, 12th October.

" " "EMPERESS OF CHINA" .. 6,000 " WEDNESDAY, 19th October.

" " "TARTAR" .. 4,425 " WEDNESDAY, 2nd November.

" " "EMPERESS OF INDIA" .. 6,000 " WEDNESDAY, 16th November.

Hongkong to London, 1st Class, £100. via St. Lawrence £60. via New York £65.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £42.

The magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.

OSTASIALEISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SPEZIA (ex BAMBERG) HAVRE and HAMBURG. 27th August. Freight.

Miltat (Calling at S'PORE, PENANG & COLOMBO). 27th August. Freight.

ANDALUSIA HAVRE and HAMBURG. 10th Sept. Freight.

Filler (Calling at S'PORE, PENANG & COLOMBO). 20th Sept. Freight.

SAMBIA HAVRE and HAMBURG. 20th Sept. Freight.

Lüding (Calling at S'PORE, PENANG & COLOMBO). 20th Sept. Freight.

SCANDIA HAVRE and HAMBURG. 4th October. Freight.

(ex KÖNIGSBERG) Behrent (Calling at S'PORE, PENANG & COLOMBO). 4th October. Freight.

SUEVIA HAVRE and HAMBURG. 18th October. Freight.

von Döhren (Calling at S'PORE, PENANG & COLOMBO). 18th October. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1 Ocean's Buildings.

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Hongkong, 13th August, 1904.

Tsin Ting.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAUDIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the UNIVERSITY of PENNSYLVANIA, U.S.A.

Hongkong, 4th June, 1904.

[15]

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,305 tons.....Captain R. D. Thomas.
" " "POWAN" 2,339 " " "G. F. Morrison, R.N.R.
" " "PATSHAN" 2,268 " " "W. A. Valentine.
" " "HANKOW" 3,073 " " "B. Branch.
" " "KINSHAN" 2,800 " " "J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons.....Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons.....Captain J. Willow.
" " "NANNING" 569 " " "C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, OPPOSITE THE HONGKONG HOTEL
OR OF BUTTERFIELD & SWIRE,
AGENTS, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

[64]

Hongkong, 1st June, 1904.

TUBORG BEER.

GREEN ISLAND CEMENT COMPANY, LIMITED.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents —

SIEMSSSEN & CO.

Hongkong, 10th January, 1904. [185]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL, AND PROVISION-SELLERS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

1. Sole Agents for FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQU

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors;
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [889]

HONGKONG AND WHARF COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th July, 1904. [885]

THE HONGKONG & KOWLOON WHARF AND CODOWN CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary. [933]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 per share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 9th August, 1904. [912]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & CO.

Hongkong, 28th May, 1904. [52]

Auctions.



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of August, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Lai Chi Kok in the New Territory of Hongkong, for term of 75 years, from 5th April, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

No. of State Registry No.	Locality.	Boundary Measurements.	Contents in Cubic Yards.	Annual Rent.
New Kowloon Island, Lot No. 11.	Lai Chi Kok.	555 ft. 6 in. E. 8 ft. 8 in. N. 54,850 ft. 6 in. S. 5,483 ft. 6 in. W.	54,850 ft. 6 in.	472 £

Hongkong, 13th August, 1904. [927]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on WEDNESDAY,

the 24th August, 1904, at 3 P.M.,

at their

Sales Room, No. 8, Des Voeux Road,

(Corner of Ice House Street).

THE British Screw Steamer "HOI CHING,"

Built in London in 1879. Length over all 175 feet, Breadth 26 feet, Depth 14 feet, Gross Tonnage 500, H.P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS.—As usual.

For Further Particulars, apply to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th August, 1904. [910]

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Voeux Road

Hongkong, 27th June, 1904. [769]

FOR SALE.

INCANDESCENT SCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 17th November, 1904. [31]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Dep't, Ice House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG.

General Managers.

Hongkong, 10th May, 1904. [677]

THE FORTIFICATIONS AT PORT ARTHUR.

as "Huang Chanban," and this, fitted with all appliances known to modern warfare, now forms the mighty fort on Golden Hill. This defence runs in zig-zag lines for a distance of a thousand feet, and has not less than three armoured casemates which are in communication with each other through underground passages. The middle casemate is the largest. The armour plates are inclined towards the sea front, and can withstand the hottest fire from a man-of-war. The plates are four inches thick.

The height of 460 feet at which this fortress stands is another feature in its favour, rendering bombardment from the sea ineffective. The three batteries, armed with two 12-inch, two 9-inch and fifteen small guns, command the sea for an angle of ninety degrees, and can throw shells as far as what is known as "Mutine Rock."

Besides the batteries just mentioned, there are three open batteries and three forts on the mountain in line, situated in such manner that the left flank contains three principal and six minor fortifications. Below Golden Hill, at an elevation of one hundred feet, near the right entrance of the harbour, there is a flanking battery armed with siege and quick-firing guns. To the east of the latter is the central electrical station from which the coast lighting stations are fed with electricity.

Outside of Port Arthur the "lay of the land" is decided in favour of the attacking force. The whole of the ground in the vicinity of the fortifications bears neither trees nor vegetation of any kind, and present to the lover of nature a desolate appearance. The soil is hard and covered with stones, so rocky, in fact, that the present rains will hardly affect the advance of the Japanese.

When Russia's enemy occupied the mountain necks on the plateau outside Port Arthur, viz., Nankuan, Ying Shaontze and Shitao, there was only a plain with a few small hills intervening, separating them from the "inner city" of the fortifications which the forts surrounds.

These fortifications defend attacks from three directions, and may be divided into three different groups, viz.:

GROUP A.

1. The East Section.

On the Rilungcheu Mountains, the crest of which bears the name of Drakonowui (four miles in length) there are twelve forts. Of these, one is considered a very strong position, the remaining eleven being of lesser importance. The largest fort is mounted with 27-ton guns which throw 500 lb. shells. These forts are connected with "cuttings" which are protected from the shell fire of an enemy. In front of each fort there are deep moats filled with water—an obstacle which the enemy will have to overcome when making the final assault on these positions. The moats are thirty feet wide.

The principal fort is shown on the map as east of the mountain, known as the "Bates au caillies." Its elevation is given as 450 feet, constructed of the finest material, but having the drawback of being undefended toward the west. This fort is mounted with two 8-inch and eight 8-inch guns, besides four siege guns and several quick-firing pieces.

Fort No. 2, the next in order of strength, is farther north. This is also 450 feet high, and armed with six 6-inch guns, two siege guns, and several quick-firing guns.

The third fort of importance in this section is on the left flank of the two previously mentioned, and with its guns controls the railway. It has an elevation of 350 feet, and contains twelve guns, principally 6 and 9 inch pieces. The latter guns are not rifled and are guns which were taken from Chinese.

The intermediate forts, nine in number, were mounted, in 1904, with six or eight 4-inch guns, one or two siege guns, and about six quick-firing guns each. These forts are numbered on the map 4 to 12.

2. Northern Section.

This section is not connected with the former section, being separated from it by the railway, a drill ground and a small stream. The principal fort of this section is exactly north of "Tiger Hill" and 600 yards from the north end of the West Harbour, with an elevation of some 550 feet. It is mounted with four 6-inch and four 8-inch guns, besides a number of smaller ones. This fortification commands the area south and southeast of Shuichijiang, with a smaller fort on each of its flanks. This place is considered to be the weak point in the Russian defences, as the guns were recently placed there, and there was no time to strengthen it after the war broke out.

There are some defects in this section. The hills to the northeast, marked "K." "K." "J." and "J." overtop these forts, and it would be possible for good artillery to carry over and beyond them into the city. Ammunition is with difficulty transported to these forts, and altogether the place is not such as nature would have designed for an advantageous defence.

These facts will suggest to an enemy their line of attack, and here very likely the final on Port Arthur will be made. The strong forts in the eastern section can be shelled comparatively easily from the hills above mentioned. The eastern and western sections once in the hands of Japanese, the other two lines of forts are likely to fall, if properly stormed.

3. Western Section.

The section of fortifications which has been erected to protect the west side of the stronghold, consists of four divisions, situated on the crest of the Sunshan Hills at an elevation of 300 to 400 feet. These hills present a steep declivity to an attacking army, and command a view of the southwest portion of the peninsula. This section is mounted with about 35 guns, mostly 6-inch.

GROUP B.

(Seafort)

The defences on the sea front are divided into three parts, viz., the east, middle and west fronts.

1. The eastern section.

As the principal position in these works, the Russians chose the fort built in 1855 by Mr. Hannecke for the Chinese Government, known

Intimations.

SANITARY BOARD OFFICE,

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

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ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
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Hongkong, 16th August, 1904.

NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to
The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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The daily issue is delivered free when the address is
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additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.

Single Copy, daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 10th August, at 200, Bubbling Well
Road Shanghai, the wife of H. K. Koch, of a
daughter.

MARRIAGE.

On the 11th August, at San Francisco, Kathryn,
youngest daughter of Denis Gorman, of San
Francisco, to Herbert John Such, of
Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 16, 1904.

CHINESE CONSULS FOR SOUTH
AFRICA.

Several thousand Chinese emigrants having
left their native shores for employment in
the gold mines of the Transvaal and many
more being eagerly awaiting an opportunity
to embark, the Imperial Government at
Peking have deemed it expedient to watch
the interests of their subjects in our new
Colonies. With this end in view steps
have been taken to secure the effective
operation of the sixth article of the
emigration regulations as set out in the
Convention between Great Britain and China,
and which states that it shall be
competent to the Emperor of China to appoint
a Consul or Vice-Consul to watch
over the interests and well-being of the
coolies, whether they are employed at mines
within the British Colonies or Protectorate.
Furthermore, such officials shall have all the
rights and privileges accorded to the
Consuls of other nations. The matter appears
to have been brought forward by H. E.
Viceroy Yuan Shih-kai who is said to have
recently approached the Wai Wu Pu and
pointed out that the Customs Taotai at
Tientsin had informed him that some time
ago he received a copy of the regulations
for the enlistment of Chinese coolies. In
accordance with instructions issued by the
Board Prefect Yang was deputed to look
after the interests of the native emigrants
embarking at Tientsin, and subsequently,
notifying Taotai Tong that some 4,000
labourers had left for South Africa and
urged the taking of steps to secure the carrying
out of Article VI of the Convention.
There should not be much trouble in this
respect now that the labour question both
in the north and in our immediate neighbour
appears to have settled down into a smooth working channel, and also in
view of the great assistance and gratifying
assurances of the representatives of the
authorities in South Africa.

THE C. N. CO.'s *Nanking*, which arrived at
Shanghai from Liver ports on 12th inst., re-
ported: H. M. Schigenia, the German gun-boat
Jaguar, the *Prins Vlademir*, and the
American school ship *Luzmann* were at
Hawick on the instant. H. M. S. *Vesta*, the
French cruiser *Mylty*, and torpedo-boat
destroyer *Mouquelin* were at Kiukiang on the
10th instant. The two latter boats were pass-
ing up river, and at noon that day H. M. S.
Snipe passed down river. On the 11th instant,
at Sanhan Hill, passed H. M. S. *Britomart*
bound up river.

THERE was recently in Port Darwin a bluff-
looking iron steamer of the ocean tramp-type,
rusty and weather beaten of aspect, of 950 tons
burden, which was under charter to Song Tong
—one of the principals in a Chinese syndicate—
for the conveyance of a cargo of timber from
Malay Bay to this port. During the vessel's brief
sojourn in Port Darwin one of the Malay crew
said to have been formerly resident in the Ter-
ritory, sneaked ashore, and up to time, of the
vessel's departure was not to be found. In this
connection, it is reported, the captain of the
steamer was summoned and fined £5 and cost
—£6 in all.

THE world's gold production for the year 1903
was £67,516,831. The amount of gold won
for the same period was 15,891,541 fine
ounces, being an increase of 1,156,872 fine
ounces over the world's production of 1902.

Australasia is the chief producer of the precious
metal, her contribution being 4,239,234 fine
ounces. Africa contributed 3,317,652 fine
ounces. America 3,600,331 fine ounces. Russia
1,131,000 fine ounces. Other countries made
up the balance, 2,60,000 fine ounces. It would
be very interesting reading if the amount of
money spent throughout the world in the mining
industry was also compiled. It would
exceed the actual amount by a considerable
figure.

NEW YORK is about to "lick creation" by the
construction of a building with an elevation of
61ft., or 40 storeys high. The highest office
building in the city at present consists of 29
storeys, and rises itself to a height of 38ft.

The new "sky-scraper" will cost £1,00,000;

will accommodate over 7,000 tenants, and its
annual rental is put at £300,000. It is ex-
pected to be ready within a year from the com-
mencement of operations. Its foundations will
go down 80ft. to bedrock, and there will be five
underground floors. Only steel and stone will
be used as construction materials. The base
will occupy an entire block on Broadway, hav-
ing a frontage of 212ft., and extended along
Dey-street for 100ft., and along Cortlandt-street
for 123 ft. The below-ground floors will be
used as a storage warehouse, and as safe de-
posit vaults. The surface floor will be fitted
up as a restaurant, and all the other storeys
will be furnished for offices. The roof will be
used as an observatory. Tenants will be con-
veyed to the different floors by 20 lifts.

THE P. M. S. and the O. & O. Companies have
decided to take no freight for Japan from San
Francisco until it is settled what cargo is to be
considered contraband.

THE C. E. R. S. *Mongolia* has been captured
by the Japanese, with a number of men and
women from Port Arthur on board. She is fitted
as an auxiliary cruiser.

THE Marine Court at Melbourne has entirely
exonerated Captain Cole and the officers of the
Australia, the wreck being due to the pilot's
mistake in putting the vessel's helm.

CAPT. D. P. Campbell of the s.s. *Moyane*, which
arrived from Foochow last evening, states that,
on the 11th inst., the s.s. *Mayasan Maru* was
sighted off the Lamocks and wished to be re-
ported all well.

THE China Navigation Co. appear to have
secured a big contract for the carriage of wood
blocks intended for street paving in Manila.
These are being procured from Tasmania, to
which place several vessels of this company on
the Australian line have recently been ex-
tended.

A TOKIO dispatch states that the Russian Gov-
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TELEGRAMS.

"HONGKONG TELEGRAPH."
SERVICE.

(Delayed in Transmission.)

THE NAVAL BATTLE.

IMPERIAL PRINCE WOUNDED.

JAPANESE CASUALTIES.

(From Our Own Correspondent.)

YOKOHAMA, 15th August,

11.30 a.m.

In the naval fight on the 10th inst. the Japanese casualties numbered 195. On Admiral Togo's flagship, the *Mikasa*, there were no less than 120, including Prince Fushimi, who was wounded.

[The Japanese battleship *Mikasa*, Flagship of Admiral Togo, which was launched in 1900, is of 15,200 tons. Armament: Four 12-in., fourteen 6-in., twenty 12-pounders, twelve smaller guns. Four torpedo tubes (submerged). I.H.P. 15,000. Speed, 18.5 knots. Coal capacity, 7,000/15,200 tons. Crew, 935. Built at Barrow. Names of similar ships, *Azakura*, *Hatsuse*, *Satsuki* etc.]

NAVAL VETERAN'S DEATH.

The death is announced, at Tokio, of Count Kawamura, founder of the modern navy of Japan.

ALLEGED RUSSIAN ATROCITIES.

FISHERMEN MASSACRED.

It is reported that Russians have massacred ninety Japanese fishermen at Kamchatka.

COMPANIES' DIVIDENDS.

We are indebted to Messrs. Benjamin, Kelly and Potts for the following telegram:

Shanghai, 16th August.

The directors of the Maatschappij tot Mijn-, Bosch-en Landbouwexploitatie in Langkat have declared the third quarterly dividend of Rs. 10 payable on the 15th inst.

The Shanghai-Sumatra Tobacco Co. have declared an interim dividend of Rs. 3 per share.

(Reuters.)

The Seizure of the "Retschitelny."

London, 14th August.

Count Lamsdorf has requested the French Government to lodge a strong protest through the French Minister at Tokio, on behalf of Russia, against the breach of China's neutrality in connection with the capture of the *Retschitelny*.

The Russian Minister has also been instructed to protest at Peking, and to warn China of the serious consequences which permission to break her neutrality may entail.

Loss of a British Destroyer.

The British destroyer *Dovey* has sunk off Scilly in the course of manoeuvres.

The War.

The Vladivostok squadron has encountered the Japanese in the Korean Straits. The *Rurik* was sunk; the *Russia* and *Gromoboy* escaping to the north.

(Ostasiatische Lloyd.)

The Naval Battle off Port Arthur.

ADMIRAL WIGGITT AND STAFF KILLED.

Tsingtao, 12th August.

On the 11th Aug at 5.30 p.m. a Russian torpedo-boat arrived in the harbour of Tsingtao, the cruiser *Novik* soon following. Both came alongside the jetty. Two British colliers which had been in port for two days, left this morning at 1 o'clock without lights. It is reported that the fast cruisers *Diana* and *Akold* have been sighted outside. The *Novik* had, like the other Russian warships, orders to try and break through the Japanese squadron, and it was generally understood that the battleships were to attempt a junction with the vessels of the Vladivostok squadron whilst the cruisers were to make their way southward. Last night the battleship *Tsarevitch* came in very badly damaged and anchored in the inner bay. Today two more torpedo-boat destroyers came in and are at the present time taking coal from a British vessel. They will, in all probability, leave again this evening.

Our Editor has just returned from a visit to the *Tsarevitch* where he learned from the officer commanding that the Russian squadron had orders to try and break through to Vladivostok. The officer said:—

"We left Port Arthur on the morning of the 10th at six o'clock and at once sighted some torpedo-boats and gun-boats. The *Bayan* had to put back having sustained damage in striking a mine. Towards eleven o'clock, when about twenty miles from Port Arthur, we met the Japanese squadron consisting of four battleships, three armoured, and three protected cruisers, with six smaller vessels, and about forty torpedo-boats or destroyers. We had a running fight lasting an hour and a half in which the enemy concentrated their fire on our flagship, but we succeeded

in breaking through the cordon. It is not known what became of the other ships. We held on our course toward the Shantung Promontory closely followed by the *Asahi*, *Mikasa*, *Shikishima*, *Fuji*, *Nisshin*, *Kasuga*, *Vonno*, *Kagami*, *Chitose*, *Takao*, and several torpedo-boats. They closed on us off the Shantung coast at about half past four and severe fighting ensued. Their shells accurately struck us, but we also managed to inflict some damage on the enemy's ships. About half past five a Japanese shell burst on the bridge of the *Tsarevitch* where Admiral Wiggett and his staff were standing. Of the Admiral only the legs were found, the remains being buried at sea later on with full honours. The same shell killed the chief of the navigating staff and the flag lieutenant. Amongst the wounded were the chief of staff, Rear-Admiral Matsusevitch, and the Commander, both in the arm, and all the other officers more or less were wounded, with the exception of the Captain. We, however succeeded in making good our escape and the Japanese ceased their pursuit. We could not attempt, however, to get to Vladivostok as our rudder was damaged, so we decided to seek refuge in Tsingtao. In our present condition it is impossible for us to leave here and it is uncertain if it will be possible to do so after the necessary repairs have been done. We had only twelve killed and forty wounded."

Admiral Matsusevitch was brought with eight others seriously wounded to Tsingtao hospital this morning. The scene aboard the battleship is fearful, the funnels are totally demolished, the bridge destroyed and three large rents appear above the waterline.

Chinese junks have reported several Japanese and Russian ships in the neighbourhood of the Tschalantau lighthouse.

The "Grosovoi" at Shanghai.

Shanghai, 12th August.

We have received the following following reports from the Russian torpedo-boat destroyer *Grosovoi* which is lying in the harbour:

The run through the blockade was as described by the *Tsarevitch*. On the voyage the *Grosovoi* has not seen any Russian men-of-war. She tried to reach Tsingtao last night, pursued by a Japanese cruiser, but the engine cut off her way to the harbour. The *Grosovoi* succeeded in getting away and again tried to reach Tsingtao, but a second time the engine cut her off and again the *Grosovoi* escaped and reached Shanghai to-day at noon. She is not damaged and everything is in perfect condition. It is uncertain what she is going to do; she hopes to escape to Vladivostok. The whole Russian squadron having defended themselves all day on the 10th August in reach of the forays against the Japanese, the *Revisor*, *Pervozvani*, and *Pallada* towards evening made a dash for the Japanese fleet. The three ships came within two miles near the Japanese, kept up a running fire all the time, and returned when darkness set in. The Japanese lost touch with them and the rest of the Russian squadron again joined the *Revisor*. Then the whole Russian squadron moved out and broke through the Japanese fleet.

(N. C. Daily News.)

The "Retschitelny" at Chefoo.

EXTRAORDINARY INCIDENT.

Chefoo, 12th August.

On the morning of the 12th August, an officer of the Japanese destroyer *Asashio* was dispatched to the Russian destroyer *Retschitelny* to negotiate about the disarmament question. While the negotiation was proceeding the Russians outrageously assaulted him and his men. Proceedings for capture were then followed by the Japanese, but meanwhile at 3.35 p.m. the *Retschitelny* herself fired the powder magazine at her fore and the Russians on board plunged themselves overboard. Thereupon the Japanese destroyers *Asashio* and *Kusunoi* towed the Russian destroyer out of harbour. During the Russian outrageous assault a Japanese interpreter and one or two Japanese sailors were slightly wounded.

Another Account.

Chefoo, 12th August.

Two Japanese torpedo-boat destroyers which were ordered to capture the *Retschitelny* have been watching outside the port but as the latter did not come out the former entered the port at 8 p.m. yesterday.

This morning at 3 a.m. a sub-lieutenant of the destroyer *Asashio*, accompanied by Mr. Shimura, the interpreter, went to the Russian destroyer after getting the consent of the commander of the latter.

While he was conferring with the commander, he suddenly jumped into the water, embracing the former. An officer of the Russian destroyer also thrust down the interpreter into the water and himself jumped overboard after him.

The Japanese sailors went alongside but they were not only answered with violent force but the Russian crew instantly set fire to the powder magazine and jumped into the sea. The *Asashio* seeing this hostile action on the Russians' part was obliged to exercise her belligerent rights and captured the vessel and towed her outside the port.

Kuropatkin's Retreat from Liaoyang.

Peking, 21st August.

A Shaanhaikuan telegram this morning says that a great part of the Russian troops are retreating from Liaoyang to Shihliu, twenty miles north-east of Liaoyang.

A small number of Russian troops remain at Liaoyang station, but the place itself was burnt by the Russians on the 9th instant.

A great battle is expected during the coming few days.

Another telegram from Hsinminian says that the Japanese troops are advancing from five directions, compelling the Russian troops to retreat from Liaoyang.

A Japanese reconnoitring force has appeared near Shangwangtsai, about ten English miles from Mukden.

According to the Russian on board the *Grosovoi*, in Port Arthur itself, there is very little to be noticed of the closing-in of the place; the Russians were still far outside the fortifications.

During the last two weeks the Japanese have stormed the *pla* on five days. The Japanese are mostly badly drunk and when storming soon get tired and many lie down, without firing, within hardly 100 metres from the Russians and get shot. This accounts for the very heavy losses of the Japanese, especially as they are compelled to storm in close formation. The spirit of the people in Port Arthur is very quiet and not at all hopeless. There are enough provisions to last months.

News about Port Arthur.

Chefoo, 11th August.

The Russian destroyer *Retschitelny* arrived here at 4 a.m. to-day. She informed the harbour-master that her intention was to go to Weihaiwei, but owing to damage to machinery was compelled to put in to Chefoo.

The Japanese Consul here urged the Chefoo Tao-ta, who lost no time in conferring with the Russian Consul, to observe strictly the laws of neutrality, while Admiral Sah of the Peiyang squadron, who has been staying in Chefoo, also conferred on the matter with the Russian commander of the destroyer.

Some hours later it was decided to disarm the destroyer, and this is now being done under the inspection of Captain Sheng of the Chinese cruiser *Huiyeng*. The crew are to be allowed to remain here for the time being, and will be sent home as soon as instructions are received from Peking. The crew consists of forty-nine, including the commanding officer, Roschakovsky. Thirty-four nine passengers, including a lady, wife of a Russian general, the wife of General Stossel.

The crew of the destroyer state that none of the Russian men-of-war which put out to sea on the 9th had returned when she left Port Arthur at 9 p.m. The intention of the fleet was to join the Vladivostok squadron, and they had on board everything necessary for the repair of the vessels. The chief constructor who directed the repairs of the *Retsvian*, etc., left Port Arthur in a junk two or three days ago, and is now staying at Chefoo, under orders to proceed to Vladivostok.

A junk which left Yangtowwan on the 8th reports that the Japanese troops were then stationed at Shushiyang and Palichuang on the north-east, about two English miles from Port Arthur. It is stated here that the *Retsvian* and *Polyana* went back to the harbour, being badly damaged and everything is in perfect condition. It is uncertain what she is going to do; she hopes to escape to Vladivostok. The whole Russian squadron having defended themselves all day on the 10th August in reach of the forays against the Japanese, the *Revisor*, *Pervozvani*, and *Pallada* towards evening made a dash for the Japanese fleet. The three ships came within two miles near the Japanese, kept up a running fire all the time, and returned when darkness set in. The Japanese lost touch with them and the rest of the Russian squadron again joined the *Revisor*. Then the whole Russian squadron moved out and broke through the Japanese fleet.

A French journal who is following the staff of General Kuropatkin in Manchuria, writes to his paper in Paris that the Japanese have certain men in each regiment who are dead shots and who only fire at Russian officers during an engagement. Before leaving Tokyo these sharpshooters, says the writer, were made familiar with the uniforms of all Russian officers and spent several weeks at target practice firing at dummies dressed as Russian army officers, and none of them was declared fit to go to the front until he could hit one of these targets nine times out of ten at a distance of a thousand metres. The correspondent says he learned this from a Japanese officer who was captured in a recent skirmish. This is held to explain the unusually large number of Russian officers who have been killed or wounded during all engagements. Three regiments in one battle, in which the soldiers fought behind entrenchments, lost no less than seventy-three officers, and the surviving officers said that as soon as they showed their heads or shoulders over the top of the entrenchment, a shower of bullets struck all around them. Any officer that dares to show himself on horseback might as well commit suicide. Many artillery and cavalry regiments have lost all their officers and are being commanded by young men hardly out of the military academy.

While giving publicity to this, it may be well to add that of course there is no truth in this story about firing at dummies to represent Russian officers.—*Kobe Chronicle*.

CLAYTON APPARATUS FOR DISINFECTING SHIPS.

The following letter was read at the July meeting of the committee of the Chamber of Commerce:

Colonial Secretary's Office,

6th July, 1904.

Sir,—I am directed to forward for the information of your Committee a copy of a report by the Port Health Officer, Singapore, relative to the Clayton Apparatus for disinfecting ships.

The question of the advisability of introducing the apparatus into this Colony has for some time been engaging the attention of the Government, and it is proposed, in the event of its adoption, to levy fees on ships disinfected in order to cover expenditure. The use of such an apparatus it is thought would be willingly availed of by vessels in this port during plague seasons, as quarantine restrictions would presumably not be insisted on by others if a ship could produce a certificate that all the rats, etc., had been destroyed before the ship had left the ports and the holds thoroughly disinfected.

I am to state that I shall be pleased to have an opportunity of considering any observations which your Committee may be good enough to make in connection with this proposal.—I have the honour to be, Sir, Your obedient servant,

(Sd.) A. M. THOMSON,

Colonial Secretary.

We have Clayton Machine type B fitted on a steam launch which makes 7 knots under her own steam. The launch's steam is also used for running the engine of the disinfecter.

The whole machine has proved very satisfactory and is economical in use.

About 50 lbs. sulphur is sufficient to fill all the holds of a big steamer.

Each hold can be filled in from $\frac{1}{2}$ to $\frac{3}{4}$ hour.

The percentage of gas can be regulated easily.

About 3 to 4 per cent. is strong enough for vermin destruction, but 10 per cent. at least is necessary for bactericidal effect.

All the surfaces of the tween decks, etc., which are to be disinfected are at first washed with perchloride of Jeyes and the S.O. fumigating started while all is wet.

The holds are battened down for at least 12 hours after the requisite amount of gas has been pumped in, then opened up and washed with disinfectants.

The S.O. is found to damage scarcely any cargo except a few foodstuffs, such as tea; bleaching does not occur if articles are dry.

The machine is easy to work and full instructions are supplied with it. The cost is, I believe, £1,000. The gross weight is 70 cwt. Height, 4 ft. 6 in. Base dimensions, 10 ft. by 6 ft. 6 in.

It was decided to reply that the Committee saw no reason to alter the views expressed in 1901 that the use of the apparatus would inevitably involve the detention of steamers, and consequent heavy expense; and in the second place it would be impracticable because in most cases vessels calling here have large quantities of cargo on board for ports beyond.

A Japanese reconnoitring force has appeared near Shangwangtsai, about ten English miles from Mukden.

According to the Russian on board the *Grosovoi*, in Port Arthur itself, there is very little to be noticed of the closing-in of the place; the Russians were still far outside the fortifications.

THE WAR.

COST OF THE WAR.

The war expenditure is gradually increasing as the theatre of operations extends. The latest investigation, the *Asahi* states, shows that the total amount defrayed from the outset is £208,000,000, which was raised as follows:—

£77,000,000. From national loans:

63,000,000. Loan floated in Britain.

30,000,000. Borrowed from the Bank of Japan.

25,000,000. Appropriations from funds for Government works, the account of which is kept independently of the General Budget.

6,000,000. Extraordinary war tax.

2,000,000. Miscellaneous accounts.

8,000,000. From reserve funds resulting from the curtailment of expenses in every Government department.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	18th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "IDOMENEUS" left Singapore for this port on Saturday at daylight, and is due on the 18th instant.

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOVUNE"	17th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	18th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"TAIWAN"	17th August.
CEBU and ILOILO	"KAITONG"	18th "
SWATOW, CHEFOO and TIENSIN	"KANSU"	25th "
POR DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

N.R.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th August, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th August, 1904.

[7]

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail on

"ARABIA" 4,483 Babie August 25th, 1904.

"ARAGONIA" 5,198 Schudt September 14th,

"NUMANTIA" 4,370 October 1st,

"NICOMEDIA" 4,370 Wagner October 23rd,

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 hours to reach Macao.

MING ON & CO.

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 3 P.M.

1st Class.....\$3.00 for Single Journey, and " 1.50 " Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309...J. P. MARTIN.

"KWONG TUNG" 1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4.

Meals(Each) 1.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FORMANILA.

THE Company's Steamship

"YUENSANG."

Captain T. M. Meyrick, will be despatched as above, on FRIDAY, the 19th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1904. [928]

P. & O. S. N. Co.'s

INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons,

Capt. G. W. Gordon, R.N.R., will be despatched for LONDON (DIRECT), on or about 19th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th August, 1904. [865]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About,

"LOWTHER CASTLE" 20th August.

"ATHOLL" 20th September.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th August, 1904. [932]

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 4th August, 1904. [780]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSON,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to

Intimation.

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1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.

Intimation.

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For a small additional annual charge, Desk
Sets can be supplied.

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Estimates given for all kinds of Electrical
Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904. [61]

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Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

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Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

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All job printing is done under European
supervision, well turned out, free from error,
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OFFICE.Estimates given for all classes of work on
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HONGKONG TELEGRAPH CO., LTD.
1, ICE HOUSE ROAD,
HONGKONG.

Arrivals.

Per Empress of India, from Yokohama—Dr.
E. T. Wilson. From Kobe—Messrs. F. W.
Pfolf and J. Archer. From Shanghai—Mr. G.
Ramasden, Mr. and Mrs. E. M. Webster, Lieut.
L. H. Branson, Lee Che Sam, and 173 Chinese.Per Rubi, from Manila—Capt. L. B. Manchester,
U.S.A., Mr. W. E. Davis, Capt. J. J.
Henry, Messrs. F. Chamberlain, C. E. G.
Jungendreit, Mr. and Mr. H. P. Willis, Messrs.
Diosisio B. Taso Bengolo, Que Cay, B. H.
Macke, Miss Clara Dodds, Mr. and Mrs. C. C.
McLain, and 3 chil'ren, Mr. H. H. King, Mr.
and Mrs. Pieters, Messrs. A. H. Putney, S. F.
Gaches, and 175 Chinese.Per Guiseau, from Hongkong from Gibraltar
—Mr. G. R. Putnam. From Singapore—Mr.
and Mrs. H. Suter, Messrs. C. Y. Davies, Yu
Lye Choon, Haon Lam, W. Fletcher, and
servant, Th. Star and servant, Ch. Ying Shin
and servant, V. Schauk, Dr. Yehanger, Messrs.
W. Sloan and Lo Po San. From Bremen—
Messrs. Y. Sievers. From Southampton—
Mr. M. T. Ding. From Singapore—Mr. and
Mrs. N. S. Tong, H. Ruchwaldy and Man Yan.

Shipping Report.

Str. *Rubi* from Manila—Strong winds from
W. to N.W. with considerable sea.Str. *Moyune* from Foochow—Strong N.W.
wind and rough sea on 13 inst., light to moderate
W. wind on 14th.Str. *Ocampo* from Mororan—Strong N.E.
wind in Formosa Channel, otherwise fine weather
throughout.

Vessels in Port.

STEAMERS.

August, Ger. ss., 2,000, F. Schaefer, 11th Aug.,
—Bangkok, 3rd Aug., Rice and Wood.B. & S. ss., 1,200, *Empress of India*, 1st Aug.,
Anglo-Australian, Er. ss., 2,581, O. H. Lewis,
11th Aug., —New York via Singapore 11th
June, Case Oil—S.O. Co.Aperado, Ger. ss., 611, A. P. Uiderup, 13th
Aug., —Haiphong 9th Aug., and Hoitow
12th Aug., Gen.—J. & Co.Changsha, Br. ss., 3,300, T. Moore, 15th Aug.,
—Sydney via Port 19th July, Gen.—B. &
S.Chowia, Ger. ss., 1,055, T. Spiesen, 12th Aug.,
—Kohchang 6th Aug., Rice—B. & S.Devawongse, Ger. ss., 1,057, Ch. Kumpel, 10th
Aug., —Bangkok 4th Aug., Rice—B. & S.Emma Luyken, Ger. ss., 1,150, H. Martens,
28th July, —Singapore 22nd July, Sugar
and Nuts—Chinese.Empire, Br. ss., 2,843, P. T. Holmes, 14th Aug.,
—Kobe 9th Aug., Gen.—G. L. & Co.Fox Shing, Br. ss., 1,423, T. Arthur, 14th Aug.,
—Mojj 8th Aug., Coal—J. & M. & Co.Hinsang, Br. ss., 1,515, W. E. Sawyer, 9th
Aug., —Saigon 5th Aug., Rice—J. M. &
Co.Kaifong, Br. ss., 1,024, E. Finlayson, 14th Aug.,
—Cebu and Iloilo 10th Aug., Hemp, Sugar
and Sapun Wood—B. & S.Karim, Swed. ss., 697, G. Petterson, 15th Aug.,
Sounabaya 6th Aug., Sugar—S. W. & Co.Keongwai, Ger. ss., 1,115, W. Mölleremann,
6th Aug., —Bangkok 29th July, Rice and
Tea-squares—M. & Co.Laertes, Br. ss., 1,341, J. B. Jackson, 13th Aug.,
—Saigon 9th Aug., Rice and Meal—W.C.
Fat Sing.Legazpi, Am. ss., 501, D. Tribar, 15th Aug.,
Manila 12th Aug., Gen.—Barretto & Co.Lothian, Br. ss., 3,227, J. C. Williamson, 4th
Aug., —Salina Cruz 3rd June, Ballast—
C. S. S. Co.Mausang, Br. ss., 1,644, S. J. Payne, 10th Aug.,
—Sandakan 4th Aug., Timber—J. M. &
Co.Mercades, Br. ss., 3,000, G. S. McGregor, 11th
Aug., —Calcutta via Penang and Singapore
30th July, Gen.—J. M. & Co.Phranang, Ger. ss., 1,021, F. Schmaltzus, 13th
Aug., —Bangkok 4th Aug., Rice—B. & S.Preussen, Ger. ss., 5,105, Ed. Prehn, 15th Aug.,
—Yokohama 6th Aug., Tea, Silk, Ore and
Curios—M. & Co.Shantung, Br. ss., 1,837, J. Manach, 8th Aug.,
—Java Port 30th July, Gen.—B. & S.Sikh, Br. ss., 3,216, James Rowley, 5th July,
New York 4th May, Gen. and Case Oil—
D. & Co., Ltd.Taifu, Ger. ss., 1,083, C. Ulberfeldt, 11th Aug.,
—Saigon 6th Aug., Rice and Rice-flour—
E. A. T. Co.Triumph, Ger. ss., 769, A. Hansen, 14th Aug.,
—Foochow via Amoy and Swatow 13th
Aug., Gen.—J. & Co.Wongkol, Ger. ss., 1,115, F. V. Bruhn, 3rd Aug.,
—Bangkok 28th July, Rice and Wood—
B. & S.Yuensang, Br. ss., 1,128, T. M. Meyrick, 13th
Aug., —Manila 10th Aug., Gen.—J. M. &
Co.

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 " " 10 "

12 " " 25 "

Shipping.

Arrivals.

Rubi, Br. ss., 1,611, R. W. Almond, 15th Aug.,
—Manila 13th Aug., Gen.—S. T. & Co.Moyune, Br. ss., 3,016, D. P. Campbell, 15th
Aug., —Foochow 13th Aug., Gen.—B. &
S.Mabilde, Ger. ss., 678, G. Schlaikier, 15th
Aug., —Hoitow 14th Aug., Coals and Gen.—
J. & Co.Empress of India, Br. ss., 3,032, O. P. Marshall,
16th Aug., —Vancouver 25th July, and
Shanghai 13th Aug., Mail and Gen.—C.
P. R. Co.Waishing, Br. ss., 1,170, M. Courtney, 16th
Aug., —Canton 15th Aug., Gen.—J. M. &
Co.Ocampo, Br. ss., 1,311, G. G. Graham, 16th
Aug., —Mororan 6th Aug., Coal—D. & Co.,
Ltd.Taiwan, Br. ss., 1,109, H. Harder, 16th Aug.,
—Canton 16th Aug., Gen.—B. & S.Metsoo, Ch. ss., 1,321, J. Whitelow, 16th Aug.,
—Canton 16th Aug., Gen.—C. M. S. N.
Co.Gocicau, Ger. ss., 5,040, H. Bleeker, 16th
Aug., —Bremen 17th July, and Singapore
12th Aug., Mails and Gen.—M. & Co.

Clearances at the Harbour Office.

Anpho, for Kobe.

Hatching, for Swatow.

Hongkong, for West River.

Hangchow, for Shanghai.

Chukong, for Macao.

Pronto, for Chefoo.

Rajahui, for Swatow.

Litton, for West River.

Hot Ho, for West River.

San Chong, for Canton.

Triumphant, for Swatow.

Pak Kong, for West River.

Kwongchow, for Canton.

Tian, for Manila.

Mathilde, for Swatow.

Aphrodite, for Hoitow.

Korea, for Amyot.

Catherine Apcar, for Singapore.

Glenagle, for Amyot.

Departures.

Aug. 16.

Korea, for San Francisco.

Hatching, for Swatow.

Haitan, for Hainan I.

Pronto, for Chefoo.

Rajahui, for Bangkok.

Johanna, for Swatow.

Haitan, for Coast Ports.

Bink Thuan, for Hongay.

Belvoir King, for Kobe.

Catherine Apcar, for Calcutta.

Tian, for Manila.

Glenagle, for Straits.

Sydelle, Main.

Arrivals at Home—15th July—*Altona*,*Sambia*, 20th July—*Brisbane*, *Ataka*, 23rdJuly—*Albinga*, *Formosa*, *Rasitla*, *Idomenes*,*Ramoor*, 27th July—*Dardanus*, *Claverbury*,*Beechley*, 30th July—*Anam*, *Tydus*, *El-**luric*, 3rd August—*Dante*, *Ernest*, *Bulysius*,*Simons*, *Sedville*, 6th August—*Telmacus*,*Japan*, 9th August—*Eldswold*, *Alexander*,*Bayer*, *Amelia*, *Bafour*, *Seneva*, 13th August—*Malacca*, *Patroclus*, *Heathcliff*, *Sweat*,*Barrois*.Homeward—15th July—*Pera*, *Polyneist*,*Pak Ling*, 27th July—*Sagovia*, 9th August

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. "Armadillo" bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th instant, will be landed at Consignee's risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th August, 1904.

S.S. "MANCHE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Raghad," from Havre ex s.s. "Raghad," and from Bordeaux ex s.s. "Ville de Rochefort," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 19th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th August, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th August, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 21st instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Mormora" and "Palawan."

From Australia, ex S.S. "Mongolia."

From Calcutta, ex S.S. "Somali."

From Persian Gulf, &c., ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

Straits, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports, Plymouth and London.

(Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moldavia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA MOJI, KOBE AND YOKOHAMA.

Steamers: Tons. Captains. Sailing.

Shawmut ... 9,606 W. M. Smith... Aug. 31

Tremont ... 9,606 T. W. Garlick. Oct. 1

Shawmut ... 9,606 W. M. Smith... ...

Tremont ... 9,606 T. W. Garlick. ...

Lyra ... 4,417 G. V. Williams ...

Hyades ... 3,753 Geo. Wright ...

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,606 W. M. Smith... Aug. 20

Tremont ... 9,606 T. W. Garlick. Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDSS.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 13th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B.I.S.N. and B.P.S.N. Co.'s Steamers.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- (6) exchange 1/8/- = \$22.994 for half-year 31.12.1903	6½ %	\$65 sales
National Bank of China, Limited	4,453	\$10	\$8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5½ %	London 68½ \$38 buyers
Do. (Founders)	750	\$1	\$1	\$1,750,000	None	\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$569,43 \$784,413 \$906,372	\$1,059,926	\$32 for 1902	54 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,932 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	64 %	\$63
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500,000 Tls. 31,850	Tls. 27,1589	Final of £1 making £2 for 1902	...	Tls. 67½
Yangtze Insurance Association, Limited	5,000	\$100	\$60	\$700,000 \$37,794				